

## INTIMATIONS

THEATRE ROYAL,  
CITY HALL.  
—  
POSITIVELY LAST TWO NIGHTS  
—  
THIS EVENING,  
AND  
SATURDAY,  
23rd and 25th August.  
—

KELLAR,  
THE KING OF CONJURORS.  
GRAND  
AND  
OVERWHELMING SUCCESS OF THE

AND  
WONDERFULLY MARVELLOUS  
ENTERTAINMENT OF THIS CENTURY  
CALLED  
KELLAR'S WONDERS!  
KELLAR'S WONDERS!!

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THE UNEXPLAINABLE SCIENTIFIC PHENOMENON

CLIO	ECHO	PSYCHO
CLIO	ECHO	PSYCHO
CLIO	ECHO	PSYCHO
REFINED		
REFINED		

REFINED  
REFINED  
REFINED  
AND  
CLASSICAL,  
Overdewy with Sertling and Fantastic  
Feats of Necromancy, Conjuraction, and  
Prestidigitation.  
CROWNED BY THE LARGE AUDIENCE ON  
TUESDAY WITH  
ROUDES OF LOUD AND PROLONGED APPLAUSE.

That KELLAR, who greatest of modern  
Conjurors, gives the most thrilling, mystifying  
and elegant evenings at the theatre of Marie's  
and who has just recently

In its method, so wonderful in its conception and so entirely free from objectionable features, that the most fastidious, the most curious, the most enquiring of mind are all interested and aroused, and all unite in bestowing upon the skillful performer of so magically supernatural feats the warmest praise.

Altogether the Royal Illusionists' Entertainment, in every respect of talent and appearance, of purity and interest, most fully satisfies their patrons.

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**ADMISSION:**

Dress Circle and Stalls.....

Box Plan at Messrs. KELLY & WALSH'S.  
Doors open at 8.30. Performance at  
o'clock.  
Carriages may be ordered for 11 o'clock.  
Hongkong, 22nd August, 1893. [1]  
NETHERLANDS-INDIA STEAM NA-  
GATION COMPANY, LIMITED.  
FOR BATAVIA, SAMARANG, AND  
SOURABAYA VIA SAIGON AND

**THE Company's Steamship**  
**"CANOETA,"**  
 Captain Oroille, will be despatched as at  
**TODAY, the 23rd instant, at FIVE P.M.**  
 For Freight or Passage, apply to  
**JARDINE, MATTHEWSON & Co**  
 Agents,  
 Hongkong, 22nd August, 1893.

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**STEAM TO BOMBAY VIA STRAIT**  
**THE P. & O. S. N. Co.'s Steamship**  
**"BANGALORE,"**  
 will leave for the above places on **TUESDAY**  
 the 28th instant, at **FOUR P.M.**

Acting Superintendant  
Hongkong, 22nd August, 1893. [1]  
**OCEAN STEAMSHIP COMPANY.**  
**FOR SHANGHAI VIA AMOY.**  
(Taking Cargo and Passengers at through rates  
for NINGBO, CHEFOO, NEWCHANG, TIENTSIN,  
HANKOW, and PORTS on the YANGTZE.)  
**THE Company's Steamship**  
"MENELAUS."  
Captain Lapsa, will be despatched on or about  
the 30th instant.  
For Freight or Passage, apply to  
**RUTTERFELD & SWIRE, Agents.**

**OCEAN STEAMSHIP COMPANY.**  
FOR LONDON, VIA SUEZ CANAL.  
The Company's Steamship  
"TRUCER."  
Captain Power, will be despatched on or about the 1st September.  
For the Rate of Passage, apply to  
"GUTHRIE & SWIRE, Agents,  
Hongkong, 23rd August, 1883.  
W. B. BOWER has just received  
WALNUT WOOD DESKS and WORK BOXES  
LADIES' WORK CASES and JEWEL CASES  
in Plain with Nickel Mounts.  
LADIES' and GENTLEMEN'S CARD CASES  
MONY CASES. POKER BOOKS. &c.

PRETTY LADIES WORK BAGS, Purses,  
 BUSHES.  
 ELEGANT PHOTO ALBUMS, for large Pro  
 nads Photos.  
 CHINESE WALL BRACKETS, in Black and G  
 LADIES' GARDEN TOOLS, Cheap TRAVELL  
 WRITING CASES, INK BOTTLES and PEN  
 NEW TENNIS RATS.  
 LA MASCOOTTE OPERA.  
 NEW STATIONERY and CORRESPONDEN  
 CARDS.  
 GAMERS of every description.  
 27] W. BREWER, Queen's Road.  
 NOTICE

**HONGKONG HOTEL COMPANY,  
LIMITED.**  
**TENDERS for the LEASE of the HONGKONG HOTEL and/or SHOPS**  
**CLOSE on 31st instant, at Noon.**  
By Order,  
**LOUIS HAUSCHILD**  
Secretary.  
Hongkong, 21st August, 1961.





## EXTRACTS.

**"THE SINGLE CHARM"**  
Translated from French by BARONESS SWINBURNE.  
Not beauty, oh, that would be vain,  
Nor beauty to be prized,  
For, in the smiling, blushing glow,  
"Thou only art my own."  
In this little, oh, maiden fair,  
No charm to be prized,  
The secret is in the glowing hair,  
Hence, which is the charm,  
And with the hair, an arrow light,  
Pointed, which is the charm,  
It is the hair, in the light,  
Leaves but a stinging smart.  
One charm there is, all hearts to sway,  
One charm there is, I mean,  
Dost thou possess it, maiden say,  
"Thou only art my own."

**GLASS INVENTIONS.**  
At the Academy of Sciences in Paris a few days ago an interesting communication was made by M. Sidot, who claims to have invented an altogether new kind of glass. M. Sidot is a tutor at the Lycée Charlemagne, and has been industriously making experiments on a small scale in his own house, with the gratifying result announced to the learned society. The substance has no tint, or at least it is so slight as to be imperceptible, and it is as clear as water. It is composed of phosphate of lime. By fusing this material at a very high temperature, the inventor obtains a colourless and transparent body which differs little, if at all, in outward appearance from glass, and can be worked in the same way. But the chief importance of the discovery consists, nevertheless, exactly in the difference which exists between the new and the old substance. It appears that by reason of there being no tint in the former it is not liable to be destroyed or damaged by the action of that mysterious acid, hydrofluoric, which attacks ordinary glass and even ordinary substances upon or within which it is put. So delicious a result has hitherto been to resist its deleterious action that nothing could be found to hold it while it was being experimented upon. M. Sidot's glass is therefore to be used scientifically for this purpose as a receptacle. Another invention, which is claimed to be a simple chemical process to the glass, is announced in France. The virtue of this new process consists chiefly in substituting metallic plates for the common mouth-tubes hitherto used habitually by glass blowers. Air is kept stored at a reservoir near the workshop, and supplied at a convenient pressure to the workman, who applies the air to the glass, and the glass is blown into the tube, which is to be used. It is said, as hands as the mouth-pieces has been used in time past.—Globe.

**MALARIAL ITALY.**  
To "do" Italy is an ambition of the holiday season with many, and to do it thoroughly and return from performance of the feat in sound health, are achievements which cannot be accomplished without a considerable amount of caution. The malarial dangers of most of the towns and districts along the coast track in Italy are tolerably well known, and so with little trouble, but to go, so to speak, into the terra incognita of the interior, necessitates something more than mere attention to the processes of eating and drinking. It will therefore interest the fearful traveller to know that the Italian Minister of War has just issued a report on the subject, which, with a statistical map, showing the position of the malarial areas, and the relative amount of danger in each infected locality. The information thus supplied is far from reassuring. At the present time only six out of sixty-nine provinces of Italy are completely free from malarial epidemics, and as patients in the malarial areas, that upwards of 40,000 soldiers are more or less affected with malarial diseases every year, the annual cost of the Government in hospital accommodation alone reaching two millions of francs. Nor is it alone the army which suffers. Malaria thousands of workmen and labourers out of employment from year to year, agriculture is stopped, large tracts of land remain uncultivated, and great injury is inflicted upon private property owners. It is worthy of note that since the construction of railways in Italy the malarial area has increased at an alarming rate, the explanation being that the excavations carried out during the laying of the lines has brought to the surface the malarial soil, which would otherwise have remained concealed. Altogether, the prospect is a disagreeable one for the tourist, who, journeying to Italy in these modern days, will be much more apt to recall the Dantean line over the gate of the Inferno than the imagery put by Goethe into the mouth of Mignon.—Globe.

**AN HONEST JOB.**  
It ought not to be a cause of surprise or gratulation that an examination of the accounts of the Brooklyn bridge discloses neither stealing nor dishonesty; but inasmuch as this great work scarcely has a parallel in this respect in the annals of modern "jobs," it would be unfair to withhold the highest encomiums from the officials who have done their whole duty to the public honestly and squarely. For many months the experts have been at work checking off bills against estimates, and the work has been thoroughly overhauling the work from the foundations of the bridge to its opening. The experts had to consider the real state of the material, and the cost and distribution of labour. Their work is now done, and their report will be presented to the mayors shortly. It appears that the experts have reached the conclusion that the bridge has been honestly and economically built; that considering the magnitude of the work the mistakes made have been singularly few in number and small in extent, and that the books have been remarkably well kept. The magnitude of the task may be understood from a single instance. Every one of the 5,500 bills has been gone over, item by item, every figure on the books has been carefully checked off, and every contract has been scrupulously examined. That no errors should have been found was not to be expected. A few trifling mistakes, in addition are reported, but they are called upon to explain, and were found to have been changed, but the variations from the original figures are reported to have been carefully noted down and explained. A little fine, for example, of half a cent a pound for iron was observed; the engineer responsible for it was immediately called upon to explain, and he made it out on the spot. The iron had been substituted for the steel originally provided, but as he showed, the cost of the higher priced material by the pound was more than offset by the smaller amount needed, and the bill was therefore reduced by the change. This is a typical case of a single instance. The whole of the accounts, of course, is a fund of interest to thoughtful and cautious men. It will be accepted by the people of New York and Brooklyn as a compliment to themselves as a community that a great public work, begun at a time when society was greatly demoralized, and in which the temptation to dishonesty was everywhere, was carried to completion without the improper expenditure of a dollar.

## INSURANCE.

**THE MANCHESTER UNDERWRITERS' ASSOCIATION LIMITED.**  
The undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World at Current Rates allowing an immediate cash discount of 25%.

**HOLLIDAY, WISE & Co.**  
HONGKONG, 14th July, 1883. [1363]

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
The undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

**THE MAN ON INSURANCE COMPANY, LIMITED.**  
HEAD OFFICE—HONGKONG.

**CAPITAL (FULLY SUBSCRIBED) \$1,000,000.**  
BOARD OF DIRECTORS.  
LEUNG ON, Esq., President.  
BANKING, Esq., Vice President.  
GRAN LEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.  
Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

**WOO LIN TIEN,**  
Secretary.  
HEAD OFFICE.  
No. 2, Queen's Road West.  
HONGKONG, 14th March, 1884. [1527]

**THE LONDON AND LONDON AND GLOBE INSURANCE COMPANY.**  
The undersigned, Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World at Current Rates.

**DOUGLAS LARSEN & Co.**  
HONGKONG, 11th May, 1883. [116]

**NOTICE.**  
The undersigned have been appointed AGENTS for the NEW YORK BOARD OF UNDERWRITERS.

**ARNHOLD, KARBURG & Co.**  
HONGKONG, 4th September, 1879.

**RECORD OF AMERICAN AND FOREIGN SHIPING.**  
ARNHOLD, KARBURG & Co.  
HONGKONG, 4th September, 1879. [1680]

**PORTUGAL ALGEBRAIC VESSEL BRUNOS-ALGEBRA-GESELLSCHAFT, BERLIN.**  
CAPITAL PAID-UP: Mk. 1,000,000.  
RESERVE FUND: Mk. 750,000.  
ANNUAL DIVIDEND: 1874-75, 1875-76, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88, 1888-89, 1889-90, 1890-91, 1891-92, 1892-93, 1893-94, 1894-95, 1895-96, 1896-97, 1897-98, 1898-99, 1899-00, 1900-01, 1901-02, 1902-03, 1903-04, 1904-05, 1905-06, 1906-07, 1907-08, 1908-09, 1909-10, 1910-11, 1911-12, 1912-13, 1913-14, 1914-15, 1915-16, 1916-17, 1917-18, 1918-19, 1919-20, 1920-21, 1921-22, 1922-23, 1923-24, 1924-25, 1925-26, 1926-27, 1927-28, 1928-29, 1929-30, 1930-31, 1931-32, 1932-33, 1933-34, 1934-35, 1935-36, 1936-37, 1937-38, 1938-39, 1939-40, 1940-41, 1941-42, 1942-43, 1943-44, 1944-45, 1945-46, 1946-47, 1947-48, 1948-49, 1949-50, 1950-51, 1951-52, 1952-53, 1953-54, 1954-55, 1955-56, 1956-57, 1957-58, 1958-59, 1959-60, 1960-61, 1961-62, 1962-63, 1963-64, 1964-65, 1965-66, 1966-67, 1967-68, 1968-69, 1969-70, 1970-71, 1971-72, 1972-73, 1973-74, 1974-75, 1975-76, 1976-77, 1977-78, 1978-79, 1979-80, 1980-81, 1981-82, 1982-83, 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2094-95, 2095-96, 2096-97, 2097-98, 2098-99, 2099-00, 2100-01, 2101-02, 2102-03, 2103-04, 2104-05, 2105-06, 2106-07, 2107-08, 2108-09, 2109-10, 2110-11, 2111-12, 2112-13, 2113-14, 2114-15, 2115-16, 2116-17, 2117-18, 2118-19, 2119-20, 2120-21, 2121-22, 2122-23, 2123-24, 2124-25, 2125-26, 2126-27, 2127-28, 2128-29, 2129-30, 2130-31, 2131-32, 2132-33, 2133-34, 2134-35, 2135-36, 2136-37, 2137-38, 2138-39, 2139-40, 2140-41, 2141-42, 2142-43, 2143-44, 2144-45, 2145-46, 2146-47, 2147-48, 2148-49, 2149-50, 2150-51, 2151-52, 2152-53, 2153-54, 2154-55, 2155-56, 2156-57, 2157-58, 2158-59, 2159-60, 2160-61, 2161-62, 2162-63, 2163-64, 2164-65, 2165-66, 2166-67, 2167-68, 2168-69, 2169-70, 2170-71, 2171-72, 2172-73, 2173-74, 2174-75, 2175-76, 2176-77, 2177-78, 2178-79, 2179-80, 2180-81, 2181-82, 2182-83, 2183-84, 2184-85, 2185-86, 2186-87, 2187-88, 2188-89, 2189-90, 2190-91, 2191-92, 2192-93, 2193-94, 2194-95, 2195-96, 2196-97, 2197-98, 2198-99, 2199-00, 2200-01, 2201-02, 2202-03, 2203-04, 2204-05, 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2316-17, 2317-18, 2318-19, 2319-20, 2320-21, 2321-22, 2322-23, 2323-24, 2324-25, 2325-26, 2326-27, 2327-28, 2328-29, 2329-30, 2330-31, 2331-32, 2332-33, 2333-34, 2334-35, 2335-36, 2336-37, 2337-38, 2338-39, 2339-40, 2340-41, 2341-42, 2342-43, 2343-44, 2344-45, 2345-46, 2346-47, 2347-48, 2348-49, 2349-50, 2350-51, 2351-52, 2352-53, 2353-54, 2354-55, 2355-56, 2356-57, 2357-58, 2358-59, 2359-60, 2360-61, 2361-62, 2362-63, 2363-64, 2364-65, 2365-66, 2366-67, 2367-68, 2368-69, 2369-70, 2370-71, 2371-72, 2372-73, 2373-74, 2374-75, 2375-76, 2376-77, 2377-78, 2378-79, 2379-80, 2380-81, 2381-82, 2382-83, 2383-84, 2384-85, 2385-86, 2386-87, 2387-88, 2388-89, 2389-90, 2390-91, 2391-92, 2392-93, 2393-94, 2394-95, 2395-96, 2396-97, 2397-98, 2398-99, 2399-00, 2400-01, 2401-02, 2402-03, 2403-04, 2404-05, 2405-06, 2406-07, 2407-08, 2408-09, 2409-10, 2410-11, 2411-12, 2412-13, 2413-14, 2414-15, 2415-16, 2416-17, 2417-18, 2418-19, 2419-20, 2420-21, 2421-22, 2422-23, 2423-24, 2424-25, 2425-26, 2426-27, 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